THE COURSE OF EMPIRE.

lemi-Civitized Indians in Nebraska—The Val-ley of the Loup Fork—Character of the Gountry Through which it Flows—The Pawnee Indian Reservation—Incursion of the The Appearance of the Indians and Sioux—The Appearance of the Indians and Their Villages—Attempts at Civilization— Educational Labors at the Mission House— Cornell of the Chiefs—"The Noble Red Man" as He Appears—A Scalp Dauce—Other Indi-ams is Nebraska—Rapid Decrease Among All the Tribes—The Peace Policy of the So-

PAWNER INDIAN RESERVATION, NEBRASKA, Sept. 29, 1889.

Leaving the Elkhorn and proceeding westward on the railroad up the Platte, the next important etream that flows into that river is the Loup Fork. It is called the Loup for short. Before reaching it, ever, you cross Shell creek, which is comparawely narrow, but some sixty miles in length. number of people reside along its banks. lrish and German settlers are engaged in the ble occupation of farming and raising stock. The latter is a most profitable eccupation in that portion of the State. More than 10,000 head cattle from Texas have crossed to the north side of the Platte at a single point near Columbus since the beginning of last summer. But that is only a small propertion of the cattle that have come from lexas to fatten on the magnificent pasturage of

The Loup is a very long, very swift and very shatridest in the State, and, like it, is remarkable for is quicksands and changing channels. ng the "bad lands" near the Powder river egion, it comes down through the inhospitable ains of alkali and sandy desert a distance of some rass or grain. Continuing along through that porposes various streams flow into it, whose ralleys could be cultivated so as to support stock ranches. Porty miles west of this indian Reservation the north fork of the Loup flows into the main body of the river, and from that point down to its junction with the Platte, below Columbus, a distance of over sixty miles, it ws through a good agricultural country. Considerable timber grows along that portion of the Loup. and some is seen on the borders of the smaller etreams that flow into it from the north. These eeks, in their order, are the Calamus, Codar, Wil low, Eeaver and Lookingglass. Wild plams and grapes and cherries abound in many places on their banks. The soil in the valleys is nich, unsurpassed, perhaps, by any corn lands in the Salte; but the intervening uplants are more destrable for wheat. On the soint its only tributary of any consequence is Prairie creek. For over fifty miles that water course divides the stretch of land which lies between the Loup Fork and the Platte. A considerable portion of this land is sandy, not well adapted for larming, but capital for raising stock; yet along the valley of Prairie creek stock ranches can be successfully usuamed. The valley of the Loup itself is from two to three miles wide. It is settled more or less from this Reservation down to the river's mouth, and contains some well cuttivated and profitable farins. One farm, especially, a few miles westward from columbus, produces large quantities of wheat and corn and oats, as well as other crops, and is vaised at over fifty thousand dollars. All this surrounding country is constantly receiving large accessions of inhabitants. The voting population of this county has doubled within the last six months, and onlead information recently obtained in different local-titles indicates a proportionate increase in the adjacent countres. ow, Eeaver and Lookingglass. Wild plums and

ties indicates a proportionate increase in the adja-cent counties.

It is in view of this increasing population and occasional incursions of their ancient enemies, the Sioux, that attention is attracted to the presence of the Pawnee Indians on the Loup. Some menths ago indians committed depredations on white set-tiements. Stock was stolen, a man was murdered on an island in the Platte, and a woman wounded near Shell creek. Some laid the bame upon the Pawaces and others on the Stoax. The surrounding country was excited; the idea of the red men on the warpath created a sense of insecurity among the settlers, and some were afraid to remain upon their farms. Two companies of the Fifth cavatry, on their way up the excited; the idea of the red men on the warpath created a sense of insecurity among the settlers, and some were afraid to remain upon their farms. Two companies of the Fifth cavatry, on their way up the railroad line to Fort McPherson on the south, were ordered here to protect the settlers and the people employed on the Pawnee Reservation. They were afterwards reheved by a company of the Second cavairy, under Major Noyes, which is here at present. A party of Sioux lately came across the country from their reservation in Dacotas and stole twenty ponies belonging to the Pawnees. Though anxious to recover the stock, the Pawnees were unwilling to leave the Reservation to accompany the cavairy in pursuit. In giving a plausible excuse they said a hunting party was out with their available horses and arms. When others were ofered them they acknowledged that no hunting party was out, but that they were afraid to face the Soux. Not one Pawnee would go even as a guide. A detachment of cavairy followed the trail for fly miles, but beyond that point all traces of the Sioux were lost. A week ago the United States Indian agent here received a note from the chief of a friendly band of Indians in Dacotan, stating that a body of the Sioux had gone out with the Intention of making another raid on the Pawnees. He notified in the chiefs. Soon afterwards about 20 Sioux did make their appearance. They fell upon a Pawnee out herding norses, and secured his scaip. The approach of the hostile Sioux, counting down like the wolf upon the fold, created general consternation. Pawnee chiefs and warriors hastened from their villages in the valley to the blusts he scaip. The approach of the hostile Sioux, counting down like the wolf upon the fold, created general consternation. Pawnee chiefs and warriors hastened from their reliagors in the valley to the union armed with gons and some with bows and arrows. Four miles beyond, the Sioux came close upon them. They failing and some with bows and arrows. Four miles beyond, the Sioux came close upo A party of Sioux lately came across the country of the party of the pa

incir guns and hows in defined as each other, but each was careful to preserve that distance of four miles. While an inclain will do much to secure an en-turies. While an inclain will do much to secure an en-turies in the land will be the own. I takes to be the action of the control of the

insed ties. If that object has not been attained to any great extent the failure is attributable less to undeniable delinquencies of both parties to the treaty than to the natural laws of gradual growth.

Semi-civilized though they be, these Indians are still, in some respects, not much better of, while in ethers they are worse than they were in their savage state. Judged, however, by comparison with the lowest types of the Angio-Saxon race the disparity is not so great. Physically they have degenerated sadily, and their numbers are rapidly decreasing, chiefly in consequence of inhits adopted and diseases induced by contact with white men of the baser sort.

negated saity, and their numbers are rapially decreasing, chiedy in consequence of nabits adopted and diseases induced by confact with white men of the baser sort.

The four confederate bands of this Pawnee tribe live each in a separate village, within hailing distance of the other, the whole forming one general community or camp. Each band has its lead men and its chief. The familics dwell, sometimes several together, in tepes, or tents, of all shapes and sixes, made of earth and branches, of poies and skins, or of boughs and canvas. Some are pumpkin shaped; others are genuine wigwams. Irregularity is the rule of their arrangement. Inside nearly all the portable worldly possessions of these Pawnees are deposited. Pleid up on the ground or hanging all around are articles of all descriptions, including bags of flour, of meal, or of grain; buffalo robes, blankets, miscellaneous dry goods, saddles, bridles, wings, tomatawas, knives, pipes, guns, piscois, bows, quivers flied with arrows, and an infinite variety of other articles. Many of the older mon are sitting inside smoking or talking. Some of the younger once are engaged outside at games, of which others are spectators. Others still are roaming around the country or hanging about the mission. A few are herding horses and an occasional one is doing something on the farm. The wheat and outside any particular of the country or hanging about the mission. A few are herding horses and an occasional one is doing something on the farm. The wheat and outside any particular of the country or hanging about in the winds and appearing it on mats to dry in the sun. Some are congruenced in removing corn from off the cob and spreading it on mats to dry in the sun. Some are cooking. The ciuldren, some of them naked, are running about in the vilages. Many of the petiticatis or dresses with my thing that will suit the purpose, are worn upon the wars in large numbers. In the majority of cases cars are all torn and disfigured by the weight and number of these trinkets. Rows of bra

all ages, as a rule, are always bareheaded, and all are disgustingly dirty in their persons and their habits. They beg and he and steal, as they find the opportunity.

But close at hand, just across the Beaver, is the United States Indian Agency, established under stipulations in the treaty to make them more familiar with the customs and pursuits of civilized life. The establishment consists of a large brick school house, bult five years ago at a cost of some \$25,050, and a dozen wooden buildings and log houses, including the council house and office, the dwellings of the agent and other government employes, the mill, the trading post and the stables. Over 160 acres are under cultivation on the agency farm, and about 1,200 acres, belonging to the Indians, are planted, principally in corn. Last year the crops were injured by the grasshoppers, and the Pawnees had to get additional assistance from the government in consequence, but this year the crops have been abundant. Occasionally some of the chiefs and warriors condessend to plough or to drive the wagons, but most of all the manual labor devoives upon the squaws. They are quife industrious. They cultivate the soil gather in the crops, cut the wood and bring it home, generally on their backs. Besides all this they do nearly all the work that is done in camp. Meanwhile the men hunt or smoke or play or lounge about. They are, for the most part, a good for nothing set of fellows. They promise to do better in the future, however; to set apart one-third of this year's cash annuity for the purchase of farming implements and to devote themselves more to agricultural pursuits. They are for the most part, a good for nothing set of fellows. They promise to the best of the promise to make the property of the purchase of farming implements and to devote themselves more to agricultural pursuits. They are not them is attended by some fifty scholars. They are cull-draw who are kept away from the village altogether, except for an occasional visit, and are cared for at the hiss

efforts. A census of the tribe has just been taken prepara-tory to the payment of their annuity to-day. The four bands together number now only 2,393, of whom 307 are men, 964 are women and 837 are chil-

citement about the sloux caused one of those com-panies to be recasled from the south side of the Platte and sent to assist in any operations that might be made in this vicinity. It has recently arrived and is camped between the Mission and the village. In the late fight near the Republican, these Pawnee scouts took several scalps, and has night they had one of their usual dances, celebrating

arrived and is camped between the Mission and the winages. In the late fight near the Republican, these Pawnee scouts took several scalps, and has might they had one of their wand dances, celebrating victory over their enemies. A great fire was kinded on the cainp ground, and as it blazed the warriors, helding suspended from poles the trophies of their victories, danced round and round to the sound of a drum, shouting and singing in a most ridiculous manner for several donrs. In the morning I heard the children at the Mission read recite and stug, to show their progress in civilization; in the evening here, round the biazing fire, are dancing red men, pecularly grotesque, with danging scalps and their savage shouts. The contrast is suggestive.

Besides the Pawnee tribe there are semi-civilized remnants of several other tribes and bands within the boundaries of Nebraska. The Omniha Reservation is situate on the Missioner liver, in the northerstern section of the State. The original reservation for the Canahas was tolirty miles long by twenty wider on time years ago they sold the northern half to the Wannebagoes, who are now located on it. The Omahas number just about a thousand, and the Wannebagoes, who are now located on it. The Omahas are comparatively provident and self-reliant, and are making some title advancement in education at the mission school under the Presoyierians; but the Winnebagoes, who have two schools, are more improvident and are dying off. They have been very much demornized since they came from Minnesota. The Sanise-Sloux have a small reservation two miles long by one mile wide, far to the north on the Nebraska river. They were among those engaged in the great find and man and are making was stopped, but goods are strill given them, and they have the benefit of the Sanise-Sloux have a small reservation two miles long by one mile wide, far to the north on the Nebraska river. They were more intelligent than ethal fadians, and some have empraced Christianity. South of the Piatte, in the southea

Altogether there are c. 500 cent-civilized Indians in Meirasku. Special reference is now made to them because they form an anonmous element in the course of empire. Generally speaking western peoule are every where opposed to them. Looking from a porely practical and selfsh standpoint, they see in the red man not the noble postic being alto the red man not the noble postic being alto thates in a post of a promote and song and art, but the demoralized, degenerate creature apparent to their same and signt. As such they regard him as an obstacle in the way of the advancing white man, before they are the form of the country of the c

ing the tendency of the times, wished their people to accommodate themsolves to the inevitable change. Hence treaty stipulations were concluded. But, unfortunately, ignorant, swrictous or immoral white men, unminated of the benevolent dosign, regardless of the interests of the limitars, have had too much of the immediate management of their affairs. The baneful influence such persons have exerted has placed the nation, in a certain sease, in the peculiarly anomalous position of Christians demoralizing savages. Yet while representatives of the government have failed to do much that might have been done to civilize the red man, and while the red man has siftown a reluctance to be civilized, it must be remembered that the intural laws of development are inexorably gradual, and that so radical a change as that contemplated could not possibly be wrought in a single generation.

The ladian question still remains a perplexing problem. The Friends are now attempting its solution. So far as I have seen they exhibit integrity and zeal. Mr. Troth, the newly appointed agent on this reservation, appears to comprehend the Indian character and the responsibilities and requirements of an indian agent. Mrs. Platt, the mission school preceptress, has labored faithfully among the Pawness for a quarter of a century. Reforms are about to be instituted. Congress will be asked to afford additional facilities. The country requires a proper Indian policy and a faithfully among the Pawness on the part of the government to the red man would be fatal to the interests of both. While you deal gently with the erring you must deal severely with the savage. Incorruptible lategrity, indexible firmness, unswerving justice, uncommon kindness, untilling pattence—these should be essential characterisies of all Indian agents, and of all other persons who participate in the benevolent afterpt to raise the red man from his present sad state.

HORSE CARS AND HOW TO HANDLE THEM.

TO THE EDITOR OF THE HERALD:-4 ask space in your widely circulated journal to make some suggestions that should interest every citizen of New York. They relate to street cars and I propose a reform in their management, which if carried out, will bring a blessing to every indi-vidual whose requirement it is to ride in them.

I am fairly acquainted with the different modes of street passenger traffic in use in large European cities, and hesitate not to say that for cheapness, comfort and speed-in short, for general efficiency, not one of them is at all comparable to the horse-car system of America. I shall go further and state my belief that there is no plan yet born in the brain of man, or likely to be born, superior to the rail car drawn by horses. Steam, electricity, or some other motive power yet concealed from human ken, may supersede, but cannot better, perhaps not equal it.

Be it understood, however, that I am not speaking of horse cars as we now have them, but as we might have them, and by a means so easy and obvious that the necessity of pointing it out seems almost a sarcasm on public intelligence. But, as the necessity exists, I shall waive all apology and submit the promised suggestions, afterwards backing them up by reasons that will, no doubt, give them a claim to consideration. The proposed plan of reform may be set forth in a single sentence, as follows:-Let a regulation be adopted, and, if need be, enforced by regulation be adopted, and, if need be, enforced by legislative enactment, that no street car shall stop for the purpose of taking up or setting down passengers until after it has made a clear rin of 1,000 feet—that is, the space occupied by four blocks of pulldings. Strange as it may seem, in this simple rule will be found all the requirements of speed now loudly (as vainly) called for, and by its adoption the horse car will become a comfort, almost a luxury, instead of what it is now—a discomfort and almost a misery. With your permission as to space I think I can make this comprehensibly clear. In the first place it must be evident to every one that of the time occupied by the car in making its journey a large portion is consumed by the frequent and numerous stoppings. As this varies according to the number of passengers carried, it would be impossible to give an exact computation of it, though in all cases it is considerable. But the loss in this way is nothing compared with that arising from the low rate of speed necessarily caused by these same stoppings. Take the losses together and it will be found that the time thus folly wasted is little, if any, less than one-half the whole period required for the trip or journey. A simple computation will show this, But II is worse than time wasted. It is told to the driver, trouble to the conductor, discomfort to the passengers and death to the horses. To the last it is especially trying; for on the iron rail it is not the pase that kills, but the off repeated startings that wring the witners of the dumb trute and strain every muscle of his body almost to breaking. No doubt, were species permitted inm, he would tell us that by the plan proposed he could do doubte the distance with tess wear and tear than by the present system, or the same distance in one-half the time and with one-half the told. It requires our as a particular and center when one in motion, even hours has the strain every legislative enactment, that no street car shall stop

entrolled to come up to.

But to say notifing of this gain of ease to the firther, convenience to the conductor, and saving of strength to the horses, let us come to the more important point and see how the plan would act for the benefit of the passenger public. In the first place, there would be the saving of time; and from this will accrue many other comforts and conveniences; or, what amounts to the same time; the present discomforts and inconveniences will be avoided. The worst of them now is the crowding of the cars; and though it may seem a little paradoxical, i venture to say that this will be at once obviated by the adoption of the arrangement suggested, and without the necessity of adding a single car to the line. It is a simple question of statistics which any one may figure out for himself. Tabulated it will stand thus:—A car now running is fairly crowded when it carries forty-eight people. If this car can make two trips in the same time it now makes one, it will carry the same forty-eight people, wenty-four at each trip—that is, a single car as now horsed will perform the service of two. It will no would be denied that a car can do this double duty; but it must be admitted that it can do a portion of the-certainly enough to put a stop to the "crowd-ing."

Did space permit many other advantages conse-

Did space permit many other advantages conse-quent upon the saving of time might be pointed out. For the present the above may be deemed sufficient I shall now submit some details of the proposed plan, with a word or two of explanation. It is say gested that the car shall stop after having run fom I shall now submit some details of the proposed plan, with a word or two of explanation. It is say gested that the ear shall stop after having run four blocks—that is, at every lifth crossing, and after having cleared it; the stopping place to be indicated by two parallel bands of flagstone, between which the car cones to a rest. These bands may be about the length of the car used, and of course joining on to the flags of the crossing, which will be skirted and fairly cleared by the hind platform at the point of stoppage. The horses will soon get to know the exact spot, and will bring up without any drawing of rein or wrenching of drag on the part of the driver, and the passengers will soon come to congratulate themselves on the clear pathway that carries them from stdewalk to car, especially it tuey be wearers of siken skirus. They will then ascend to the platform not only with ease, but will a graceful, unrufied equanimity, so different from what it is how—interpretable themselves on the lear spraining an ankie. And from the time gained in the long, quick run of 1,000 feet the car can afford to make a good, round stoplong enough for the half dozen passengers who have been waiting for it to get comfortably "abound;" then off again like steam, with no stop for another 1,000 feet, while the conductor quietly collects his fare and is ready for the next batch woo may come 1,000 feet, while the conductor quietly collects his are and is ready for the next batch who may come

are and is ready for the next batch who has come aboard.

Now, against this system of proceeding but one objection can be urged, and though absurd—almost hidicrously urrational—it no doubt will be urged. It is the presumptions dogma that any person passing along the street and wishing to become a passenger in a street car can stop it at a spot to suit his own convenience for getting on, and again at another spot where it may suit his fancy to get off. The betief is based upon oid usage when stage carriages were the only means of street conveyance before the ratil car was introduced. It is one of those misconceptions where the individual deems certain rights due to him that belong only to the general rights due to him that belong only to the general public, and by their arrogation causes both confusion and grief not only to the public out to himself. In such cases the legislative power is required to interfere, and it is loudly called upon to interfere in this very question of the stoppage of street cars. No one ever thinks of so commanding the driver of the iron horse, or even hatting him, while the Jehu of the street car hack is not only ordered to pull up at any moment, but insuited, even swarm at if he do not instantly obey. It is a stupid infraconception of rights and privileges winch the law sin, hid no longer allow.

not lustantly obey. It is a stupid mirrouncepoin of rights and privileges which the law she, hid no longer allow.

But, supposing it permissible, what he the object gained? Six people, often twelve of them, range themselves along a quarrople of blocks, each taking stand by his own ender barrel. They are irregged stand by his own ender barrel. They are all equality obstinate, and no two of them will wake hat the divising distance to a commodate one another, much less the carload of passengers, who sit impatiently chafing at the time lost in separately taking them on, inwardly cur sing the unwelcome accession. And each has strong the unwelcome accession. And each has strong the unwelcome accession, and cach has strong the unwelcome accession. And each has strong the unwelcome accession and over slippery cobble stones, at every step threatening dislocation of a joint. In fruth, the whole thing is a indicrous, though perhaps bitter, commentary on what a people will do when left to themselves, and how necessary it is to employ their wiser representatives against insane, sellish instincts by acts of legislation. Surely this is called for by the question before us. It cannot be deemed that the present mode of transit through the streets of this great city is not only representable but lamentable. The New Yorker is desirous to obtain something the term, the sirely obtain them. He is promised such accustomed to luxury, he would like more comfort and convenience. He is waiting for some one to tell him how he may obtain time. He is likely to get both; but when he has got them he will find that neither will give him the donelle comfort he has been dreaming of. If hy have the

speed he will not get the convenience, and conversely. Neither a steam car running through a tunnel nor one upon a treatie will give him both. For illustration let us examine one or the other and see how it will serve, for there will not be much difference between them. Take the underground plan, for example. It starts, say, in front of the Heraldonice, and runs under Park row, Chatham street, the Powery, and along the line of the Third avenue to Hariera. There will be no difficulty in tracking the curve of Chatham square. The underground of London does much sharper things, we shall suppose this underground steam railroad to have at least eight depots between the Heraldonice and Harlein bridge. They will be about one mile apart, for it would scarce be worth while getting up steam for less distance. Now the man who wants to travel by this underground, even supposing him to live along the line, will have to wait sometimes one half mile and sometimes only half a dozen paces to reach one or other of the depots; but in all cases at average of 440 yards—to say nothing of a painful descent into the bowels of the earth, and a much more painful ascent to its surface by the old adage, "Facell's decreasus Averai set recourt gradum."

But supposing this would-be subterranean travetler not to live upon the line of the Third avenue, but

innch more painful ascent to its surface by the old adage, "Facilis descensus Averni sed revocart gradum."

But supposing this would-be subteranean traveller not to live upon the line of the Third avenue, but away off on the Sixth or Eighth or Eleventh, what would then be his toil in getting to one of its depoits? Simply prohibitive. And it would be necessary to have the Sixth and Eighth and Eleventh avenues each tunnelled with an underground railroad; in short, the whole sie of Manhattan transformed into a cavernous catacomb, a net-work of subterraneous accades and corridors. Spirited and rich as the people of New York certainly are, it would damp their spirit and consume all their riches to do it. But supposing it could be done without one dollar of expense—supposing the hard rocks of Manhattan to be soft as incipient sandstone, and that they could be scooped on tike cream cheese, what would be the object of so tunnelling them? Cul bono? To prove there could be no good and no gain, let us go back to our underground railroad of the Third avenue and its steam care. We have given them eight stopping places between the Harato ofnce and the Harlem bridge. If you will allow our horse cars the same privilege, and the same cattle now driving them, i shall answer for it that, starting together in Park row, the smoke from the nouries of the real norse will rise over the parapet of the bridge as soon, if not sooner, than the steam from the funnel of the iron steed. And it will be the same along every line of avenue running north or south through the lishand of Manhattan.

The truth is that the whole trouble of street-car traffic arises from a misconception, the parent of

he truth is that the whole trouble of street-car ile arises from a misconception, the percent The truin is that the whole troubs of street-car traffic arises from a misconception, the parent of a gross mismanagement. If the first be corrected and the last remedied there will be found in the house car the cheapest and best mode of conveyance through the streets of a crowded city ever to be devised or obtained.

MAYNE REID.

SUBURBAN INTELLIGENCE.

NEW JERSEY.

Jersey City.

the possession of the two suspicious characters on the possession of the two suspicious characters on Thursday night, as published in the Herallo of Saturday, was identified by Mr. Borsem as belonging to the Misses Berry, of 257 South Fifth street, in whose house a burglary was committed on Monday night. The prisoners, McCormack and McDonnell, finding themselves completely hemmed in by a chain of irrefutable evidence, confessed their guilt. One of them couly asked the Recorder how many degrees of burglary the law of New Jersey recognized, as "in other places they gave a feller a chance to plead guilty to a small one."

THE STOCK YARDS,-During the past week 296 cars arrived at the stock yards, containing 3,423 cattle, 6,432 hogs and 7,280 sheep. There were slaughtered 711 cattle, 6,387 hogs and 6,294 sheep.

Hudson City.

Daring Burglany.—Between three and four o'clock on Friday afternoon the residence of Mr. De Warr, on Chestnut avenue, was entered by a burglar and robbed of lewelry, silverware and other articles, valued altogether at \$40. The fact that the house is surrounded by several others, and that workmen were employed within a short distance, makes this daylight burgiary all the more daring. It is quite probable from the facts given to the police that the theit will be traced to individuals who are well known to the family. Newark.

THE COMING CHARTER ELECTION .- To-morrow the charter election takes place here, when a new Mayor and thirteen new aldermen (one-half the Board) will

Benjamin Clemens, the keeper of a livery stable at 466 Mulberry street, accidentally stepped with his bare foot on a rusty nail. The wound, insignificant at first, has lately become more serious, and finally resulted in Clemens being seized with lockjaw. At last accounts he was not expected to recover.

Another Mysterious Disappearance.—Last

Monday a Railroad avenue saloon keeper named William Weiss, a middle aged man, left here, having \$200 in his possession, to purchase supplies in New York. Not having since turned up, and a searching inquiry having failed to discover his whereabouts, his friends fear that he has been foully dealt with.

THE GRAND JURY OF ESSEX COUNTY have made a presentment to the Oyer and Terminer, now in sesston, setting forth that, in consequence of numerous complaints received, they are constrained to believe that the driving of cars on the Morris and Essex Raitroad, between Broad and Plane streets, and the carelessness or recklessness exhibited by engineers in crossing the former crowded thoroughfare, is fraught with danger to the travelling public, and, being a public nuisance, oright to be abated.

FATAL ACCIDENT.-A little boy, about three and a half years old, son of Mr. Behrens, was accidentally killed, on the farm of David Valentine, near killed, on the farm of David Valentine, near Wyckoff, Bergen county, on Friday evening. The child's father was superintending a threshing machine, and the boy and a little sister were playing on an old wooden sled, which leaned against the barn. By some means the children pulled the sled over upon them, the girl escaping highry, but the boy was struck upon the head and rendered insensible. After remaining in an unconscious state for about three hours he expired. The parents are nearly distracted over their loss,

CONVICTION OF PICKPOCKETS.-George Spencer and Edward Young, two young men who came from New York to Paterson on the occasion of the late Humboldt centennul to teach the rustics the customs of Gotham, were nabled white "going through" unsuspecting Individuals. Their case was considered by the court on Saturday, and they were astonished with a conviction, a result of their little tour which has filled them with a most intense disgust for Jersey institutions in general.

Paterson.

PROBABLE HOMICIDE.-On Saturday morning a an named James Murphy was arraigned before the Mayor on a charge of having on the previous evening committed an atrocious assault on a man named
John Sweeney, by striking him on the head with a
hammer, causing, according to medical testimony,
a fracture of the skull, an indentation of the bone
and an exposure of the brain. Sweeney was still inconscious on Saturday, and his physician pronounced
his condition precarious. The quarrel existed
between them for some time and culminated in a
drunken spree. Murphy was bound over by the
Mayor in the sum of \$500 to answer when called
upon. Mayor on a charge of having on the previous even-

DEMOCRATIC CONVENTION .- The Mercer county Democratic Convention met in this city on Saturday to make nominations for county day to make nominations for county offices. A few delegates were absent. The attendance was rather small—an unusual circumstance, as the democracy have heretofore mustered largely on such occasions. The meeting was harmonious. Dr. Turner, of Trenton, was elected Chairman and Edward W. Evans, of Trenton, secretary. John H. Scudder, the present incumbent, received the nomination for Surrogate, the other candidate, Louis T. Keiser, having withdrawn after the first ballot, Henry T. Cox was renominated for Sheriff, there being no opposition, as his term had not expired. Daniel B. Blackweil was nominated as Coroner for the First Assembly district, Daniel W. Hobins for the third and James W. Dignan for the second, which embraces Trenton.

WESTCHESTER COUNTY.

RURAL BARN BURNERS-TWO STABLES FIRED AT Youkens .- Prompted by some fiendish motive that cannot be explained, some person or persons last carnot be explained, some person or persons last Saturday night made three attempts to burn stables in the town of Yonkers. About hait-past nine o'clock rags saturated with ferosene were placed in the window of T. O. Farrington's stable in St. Mary's street, and fired. Fortunately the fire was discovered in time to be extinguished. Some time later, at about one A. M., a second attempt was made upon the same premises, with, however, like results. An attempt was also made, with the same appliances, to fire the stables of W. B. Benson, but it, too, was frustrated by the timely arrival of clitzens and police. STATE PRISON AFFAIRS. - The conference between

a special committee of the New York Prison Asso dation and the State Prison Inspectors, which was chation and the State Prison Inspectors, which was 16 have been held at Sing Sing on Saturday, did not take place owing to the non-appearance of the latter, who it was knought vere detained by a fog on the fluidson river. There were present from the special committee above na ued:—Judge Edmon's, James H. Titus, Dr. Griscom and Dr. E. C. Wines, James H. Titus, Dr. Griscom and Dr. E. C. Wines, Amos Fillsbury, Superintende, 4t of the Albany Peniteutlary, was also present, it is mideration that the conference, which has been invived by the Prison Association, is looked forward to for the adoption of some anode of prison gover, ment by which a decrease of fusubordination on the part of convicts can be secured without resor, ing to corporal punishment. After devoting a few hours to a cursory inspection of the interior of the prison the committee took their departure, baving [cff] word

SUICIDE BY A WOMAN .- An inquest was held by

SUICIDE BY A WOMAN.—An inquest was held by Coroner Bathgate, at West Parms yesterday, on the body of Elizabeth Hughes, a laundress in that village, who committed suicide at an early hour in the morning by cutting ber throat. From the evidence it appeared that deceases, who was of intemperate habits, had called on Saturday might at the house of an acquaintance named Turner, and while exhibiting great mental distress naked permission to remain there during the might, expressing a fear that some person was about to take her life. The woman's request was finally granted, and during the night she frequently disturbed the family by rising from her bed and entreating protection from imaginary enemies. Between six and seven o'clock vesterday morning a youthful member of the household saw deceased go to a closet and take a berad knife, which she drew across her throat, inflicting a ghashily wound. At once divining her purpose, the child called to his father, who ran into the room, but ere he could thwart her intention the wretched woman again plunged the weapon into her throat, completely severing the windpipe and arteries, causing death in a short time. A verdict was rendered of "Stauche while laboring under temporary hasanity superinduced by intemperance." Deceased was a widow, flity-two years of age, and a native of freland. She leaves a family.

San rises..... 6 07 | Moon sets.....eve 10 30

ARRIVALS.

Steamship Idaho (Br.), Cutting, Liverpool Sept. 29, and Queenatown 30th, with make and bis passengers, to Williams & Guiton, Oct 6, passed a Canard brig siges dearmship, supposed the Tripoil, from Liverpool for New York; 2th, lat 41 37, to 83 62, steamship Nebraska, hence for Liverpool. Steamship France (Br.), Grogan, Liverpool Sept. 29, via Queenatown 31th, with make and 600 passengers, to the National Steamship Co. Oct 6, lat 45 59, lon 47 14, passed schroding of the Compage (Br.), bound E. [10th, off Nantucket, steamship Helvetia, bound E. Steamship Britannia (Br.), Campbell, Classon Sent Sent donal Steamanip Co. Oct o. in a sec. 10 % N. A. V. A. V. C. Copray (Er.) bound E. I'Oth, off Nantucket, steamship Helvetia, bound E. Steamship Britannia (Br.), Campbell, Glasgow Sept 28, via Moville 37th, with make and 550 passengers, to Henderson Bros. Had strong, variable winds to the Banks; Oct 3, experienced a gale from NE, which lasted 15 hours.
Steamship Gen Meade, Sampson, New Orleans Oct 2, and Southwest Pass 3d, with make and passengers, to Frederic Baker. Experienced strong N and NE winds, with rough head sea, since passing Cape Carnaverai, up to the Capes of Delaware. Oct 7, lat 31 (4), ton 705, spoke bark Kedar (of Philadelphia), from Pensacola for Havie.
Steamship Virgo. Bukleys, Savannah, Oct 6, with make and passengers, to Murray, Ferris & Co. Experienced strong head which the entire passage.
Steamship Guif Stream, McGreery, Savannah, Oct 6, with make, to Murray, Furris & Co. Had strong NE gales the untire passage. Oct 7, between Frying Pan Shoals and Cape Lookoui, passed a propeler, steering SW, showing a white fac, with red ball in the centre.

Steamship Saragosas, Rydor, Charleston Oct 6, with make and passengers, to Arthur Leary. Had strong NE gales, Oct 5, 50 miles south of Barnogat, signalized bark "Cimana," bound north.

Ship Fawu, Nelson, Cardiff, Aug 21, with railway iron, to box Dunbam's Neybew & Co. Is anchored at the Southwes

Then Dunham's Nephew & Co. Is anchored at the Southwest Spil.

Bark Gemini (Rr), Pallot, Tome, July 30, with nitrate of soda, to Brown Brost, vassel to master. The first three days had southerly winds and rain. Passed Cape Horn Aug 1s, where encountered SSW gales, with snow; in lat 51 S, lon 50 W, fell in with a large number of icebergs; in the South Atlantic had very good SE trades and fine weather; crossed the Equator Sept 1s, in lon 39 33; had fine weather to int 11 N, lon 50 W, since which time the weather has been very unsettled; at times had gales from SW and NE, accompanied with torrents of rain, thougher and lighting; 4th last, had a gale from SSE, wind veering to NE, from which quarter it has been blowing steadily since.

Brig Continental, Card, Windsor, NS, 17 days, with plaster, of F Whitney & Co. Cet 3, had 41 30, lon 62 10, had a heavy SE gale, lasting eight hours; lost deck load, fore staysall and Brig Alles (SF) Simmenn St. John, NR, 12 days, with soars.

SE gale, lasting eight hours; lost deck load, fore staysail and ith.

Brig Alice (Br), Simpson, St John, NB, 12 days, with spara, to Peter Sandford & Co, of Jersey City. Oct 4 experienced a heavy gale from SE, lasting 24 hours; a part of the time it blew a perfect hurricane; the deck load got adrift; got it secured again after much difficulty.

Schr Sophla R Jameson (of Rockland), Jameson, Curacoa, 23 days, with sail, to Jos Foulkes & Son. Was 14 days N of Hatteras, with E and NR winds.

Schr N & D Scudder (of Brewster), Lincoln, Grand Cayman, 4 days, with coccanuta, to Baker & Growell. Was 14 days N of Hatteras, with N and NE winds.

Schr Bravo (Br), Boggs, Bermuda, 4 days, with old iron, ac, to Muddicton & Co.

Schr Maggie & Lucy, Crossley, Wilmington, NC, 10 days with passage. the passage.
Schr John Mosser, Weberly, Washington, NC, 4 days, with

Schr John Momer, Weberly, Washington, NC, 4 days, with naval stores, to Thomas & Holmes.

Schr Alethea, Garvey, Virginia.

Schr Gl. Scull, Lee, Virginia.

Schr Onrust, Heath, Virginia.

Schr Onrust, Heath, Virginia.

Schr J P. Segulne, Grant, Virginia.

Schr S J Yaughn, Vangho, Virginia.

Schr R R Kirk, Burnett, Alexandria.

Schr R R Sanro, Webb, Georastown, DC.

Schr Edwin Reed, Hawes, Georgetown, DC.

Schr Edwin Reed, Hawes, Georgetown, DC,

Schr Mary Mankin, Tyler, Georgetown, DC, for Port Morris.

Schr Netine Bicharatson, Davis, Batimore.

Retrumed.—Ship Grahams Polley, Burgess, hence 1st inst for Glasgow. Had fine weather, with light SSE winds, up in Monday, Oct 4, when, in lat 41, on BS 15, encountered a nurformation of the state of th

Passed Through Hell Gate, Steamship Glaucus, Walden, from Boston for New York, with undee and passengers, to Win P Clyde.
Steamship Acusanet, Rector, New Bedford for New York, with midea and usasengers, to Ferguson & Wood.
Brig Burmah, Winslow, Bangor for New York, with lumert to Holyoke & Murray.
Brig W H Parks, Dunham, Bangor for Newark, with iumser.

owk, with immber to order.
Schr Emilie Belle, Kelley, East Falmouth for New York,
with fruit to master; resset to Lane & Son.
Schr L M Strout, Bangor via Stamford for New York, with
umber to Baker Box.
Schr Gliver Haywood, Small, Bangor for New York, with
Schr Gliver Haywood, Small, Bangor for New York, with ver Haywood, Small, Bangor for New York, with umber. Schr G M Partridge, Snow, Rockland for New York, with ime to Candia & Pressoy. Schr Light Boat, Achorn, Rockland for New York, with ine to J & Brown. me to J R Brown.
Schr Hardscrabble, Lovell, Rockland for New York, with
me to J R Brown. me to J R Brown. Schr Caroline Cobb, Kennedy, Rockland for New York, vilh lime to J R Brown. Schr American Eagle, McFarland, Portiana for New York, lumber to Wilder & Co. hr P L Smith, Brown, Portland for New York, with lamher tod Boynton's Son & Co.

Richr Keren Happuch, Ellis, Portland for Brook'yn, with
lumber.

Schr R L Stevens, Small, Portland for New York, with lum

Teal Mena. of Boynton's Son & Co. he Keren Happuch, Ellis, Portland for Brook'yn, with

tol Boyston Bappuch, Ellis, Portland for Brook yn, wan aber.

chr S L Stevens, Small, Portland for New York, with lumited Bl Bros.

chr S L Stevens, Small, Portland for New York, with lumited by the State of the S

Behr Maria, Smith, Niantie for New York, with stone to Jrati.

Schr Matanzaa, Bragdon, Rockport for New York.

Schr Circle, Holse, Connecticut River for New York.

Schr Horace L, Francis, Connecticut River for New York.

Schr Horace L, Francis, Portland, Ct, for New York.

Schr John Wright, Dickinson, Portland, Ct, for New York.

Schr M L Barliett, Ricker, Goose Island for New York.

Schr Fashion, Squires, Brookhaven for Philadelphia,

Schr V Barkaiew, Holmes, Mystic for New York.

Schr V Barkaiew, Holmes, Mystic for Rondout.

Schr Nehmen, Scainan, New Haren for Philadelphia,

Schr Nehmen, Scainan, New Haren for Tenton.

Schr Barlah Hot, Cramer, New Haven for Philadelphia,

Schr Sarlah Hot, Cramer, New Haven for Philadelphia,

Schr Sarlah Hot, Cramer, New Haven for Philadelphia,

Schr George Novinger, Smith, New Haven for Chergetown,

Oc.

C.
Schr A J Bentler, Baker, New Haven for Baltimore.
Schr Victory, Dickens, New Haven for New York,
Schr Goodwid, Fisher, New Haven for New Brunswick,
Schr J B Smith, Williams, New Haven for New York,
Schr Nightingale, Beebe, New Haven for Philadelphia.
Schr W L Cashing, Nickerson, New Haven for Philadelphia.

Schr M M Hamilton, Wilson, New Haven for New York.
Schr MM Hamilton, Wilson, New Haven for New York.
Schr Cabluet, Miller, New Haven for Elizabethport.
Schr fein, Griffin, New Haven for New York.
Schr Connecticut, Hart, New Haven for New York.
Schr Agnes, Yong, New Haven for New York.
Schr Caroline A Cornelis, Crowley, New Haven for New York.

Schr Caroline A Cornella, Crowley, New Haven for University Profit.

Schr Reading Railroad No 24, Burke, New Haven for Univerleiphia,
Schu Urbana, Jayne, Bridgeport for New York.
Schr Native, Delfart, Bridgeport for New York.
Schr John E Daley, Ward, Bridgeport for New York.
Schr John Seisee, Robinschild, Bridgeport for Trenton.
Schr Judge Hopkinson, Trenton, Norwalt for Trenton.
Schr H Chodwin, Waterbury, Stamford for New York.
Behr H Chodwin, Waterbury, Stamford for New York.
Behr H Chodwin, Waterbury, Stamford for New York.

SHIPPING NEWS.

Almanac for New York-This Day.

PORT OF NEW YORK, OCTOBER 10, 1869.

results concerning the comparative safety of vessels propelled by steam and by sails. From the article it appears that there are only about one-twentieth as many steamers as sailing vessels on the whole, but they do more than twice the work, in proportion to their number. The entries and clearances of steamers in the United Kingdom, for instance, are one-fourth of the whole number. A given number of steamers suffer from about twice as many accidents as the same amount of trade it appears that steam is somewhat safer than sails. But the results are that steam is somewhat safer than sails. But the results are that steam is somewhat safer than sails. But the results are many actions as a same amount of trade it appears that steam is somewhat safer than sails. But the results are many actions of a same and the United States in 1868 were one-fourth of the whole number; so that the safety of steamers, voyage for voyage; is nearly double that of sailing ships. Another point is to be noted. Not only are steamers twice as secure against casualities of all kinds, but the casualities which do happen them are not so fatal. In almost all cases the loss by steamer is less; the lustances of total loss, both to stip, and cargo, being very considerably less. But, on the stip of the sailing ships where we are much in proportion other casualities of the sea, and many collisions or probably noted which come to little. Whatever may be the case, the fact seems certain that a casuality to a steamer is not usually so grave as a centually to a steamer is not usually so grave as a centually to a sailing ship. The estimates are useful as well as interesting. It is crident, also, that year by year the trade of the world is abandoning all the allower methods of locoraction. Breamers are yearly taking it from sailing reases and railroads from cannie.

Schr David A Berry, Walters, Cold Spring for Elinab Steamer Winchester, Parmelee, Essex, Ct, for New York-in tow of tug Phenix.

BOUND EAST.

Brig Harp, — Rondout for Stonington.

Schr as Simpson, Stern, Vrginia for New Hedford.

Schr as Simpson, Stern, Vrginia for New Hedford.

Schr Saimon Washburn, —, Philadelphia for Taunton.

Schr Baimon Washburn, —, Philadelphia for Taunton.

Schr Bait Brainari, Anderson, Amboy for Norwich.

Schr Baitimore, Johnson, Etizabethport for New Haven.

Schr Baitimore, Johnson, Rondout for New Haven.

Schr Bait, Strong, Brown, Bancegons for Corporation.

Schr Benj Strong, Brown, Bennegans for Norwich.

Schr American Eagle, —— Haverstraw to Bridgeport.

Schr American Eagle, —— Haverstraw to Bridgeport.

Schr Bait, Johnson, New York for Stamford.

Schr Dart, Johnson, New York for Stamford.

Schr Lindels, Smith, New York for Hartford.

Schr Lindels, Smith, New York for Hartford.

Schr Sch E Smiell, Cates, New York for Hartford.

Schr Sch E Smiell, Cates, New York for Boston.

Schr John A Dix, Jones, New York for Westerly,

Schr John A Dix, Jones, New York for Norwich.

Schr S Dekton, Ribener, New York for Norwich.

Wind at squaet N.

Shipping Notes.

The London Economist has an article, under the heading of Marine Insurance, which endeavors to reach some general results concerning the comparative safety of vessels pro-pelled by steam and by sails. From the article it appears

BRIG MONTEVIDEO, from Havana, is reported by tele-graph as having arrived at Fortress Monroe lith inst "dis-masted."

master.

Soin Julia R Floyd, from New York for Galveston, put
lato Key West Oct 10. in distress, having experienced a hurri-cane on the fath, in which lost fore and main sails and a bost,
and received slight damage to hull. Miscellaneous.

thanks for late Liverpool papers. LAUNCHED—At Yarmouth, NS, on the 2th, bark Jerome Jones, 800 tons; she is thorougaly from kneed and copper fas-tened, class 33 il French Verlias. She is owned by Mr J W Lovett.

Foreign Ports.

BORDEAUX, Sept 24—Arrived, Der Frueling, Kopke, New York: Owego, Post, Ealtimora.

BOMBAY, Ang 27.—Sailed, Onward, Hewitt, Moulmein.
GIBRALTAR, Sept 15.—Arrived, Richmond, Powera, Philadelphia (and cleared isth for Genoa); 16th, Armenia, Harper, Nyork for Constantinopie; 17th, Erward Hill, Haddock, New York; 18th, Nicolaus, Borg, Philadelphia (and cleared for Leahorn).

eghorn, and the second of the cid, Cach. Cleared 24th, Persia, Doane, Cardiff and United States. QUEENSTOWN, Oct 9—Arrived, steamship Colorado, Oven JANEIRO, Sept Il—Sailed, bark Traveller (Br), Pen-RIGHARD CON III SAIRED, ORK TRAVERER CON FEB.
SOUTHAMPTON, Oct 9—Arrived, steamship Weser, Wenke,
NYork for Bremen. NYork for Bremen.
STETTIN, Sept 23.—Arrived, Pontecorvo, Dahl, NYork; 23d,
ZacParis Frenzen, Chorin, and Romaine, Card. do; Marr Russel Mitford, Burry, and Pauline, Kruger, Philaseliphia.
WARNEMUNDE, Sept 23.—Arrived, Fortuna, Sodermann
NYork.

BOSTON, Oct 2, AM-Arrived, brig Scotland, Cook, Clen-tuegos; schre Ana S Cannon, Cobb; Pathway, Hady; Wave Crest, Davis; H S Brooks, More, and A Woolley, King, Philsdelphia.

Cleared Steamships St Louis, Habson, New Orleans; Norman, Boggs, Philaiseiphia: ahip Libson, Curtis, New Orleans; barks Lilian Gr., Williams, Norfolk, Va.; Poseidon (Nor), Knudson, London; brig Premiee, Wilson, Battmore; achra Zeyla, Crowell; John Prince, Nieferson, and Alpha, Munson, Phitadelphia; Sami H Cady, Wood, Jersey City.

Salled – Bark Howhard; brigs Virginia Dare, I. M Mortil, M Wheeler, and all the outward bound vessels detained below.

below.

10th—Arrived, steamship Tripoli (Br), Liverpool; ship John Bunyan, from Rangoon; brigs Wm H Blekmere, from St. Martins; Militas, from Philaselphia; sehrs Herald, and A P Stimpson, from NYork.—Arrived, bark Inventa (Nor), Wright, Stockholm.

Sailed—Schr F V Turner, Gravas, Ruatan, Hon.

3th—Arrived, steamship theorgia, NYork; abip Ellen Southard, Boston; bark Annie Kimball, do; schr L P Pharo, New York.

Now. Burk Vinco, Liverpool.

Sold-Bark Vinco, Liverpool.

Sold-Tarks MONROE, Oct 10—Passed in for Balimore, Author Tarks MONROE, Oct 10—Passed in for Balimore, bark Henry A Litchteld, from Callao; brigs Montevideo, from Bavaua, dismasted; Geo Latimer, from Porto Rico; earl Peerless, from do.

HOLMES HOLE, Oct 8, PM—Arrived, brig E S rackard, Packard, Rodkport, Me, for Philadelphia.

9th, AM—Arrived, schr Balloon, Clay, Elizabethport for Hampden, Me.

INDIANOLA, Oct 1—Arrived, schr Thos R Frazier, NYork.
Below, brig Pelle of the Bay, and schr-franklin Swaim.

KEY WEST, Oct 10—Put in, schr Juba R Floyd, from Naw York for Gaiveston (see Disasters).

MOBILE, Oct 5—Cleared, bark W E Anderson, Drummond, New Orleans. Brig W H Parks, Dunham, Eangor for Newark, with lumber to Schir S B Miller, Chapman, Cape Sable for New York, with Schir S B Miller, Chapman, Cape Sable for New York, with Schir S B Miller, Chapman, Cape Sable for New York, with Schir S B Miller, Chapman, Cape Sable for New York, with Schir S B Miller, Chapman, Cape Sable for New York, with Schir S B Miller, Chapman, Cape Sable for New York, with Schir S B B Miller, Chapman, Cape Sable for New York, with Schir S B B Minston, Atkins, Son & Co. Schir Shen, Wanson, Machias for New York, with lumber to Chase, Talbot & Co.

Schir S Markan Draper, Keating, Gardiner for New York, With lumber to J Boynton's Son & Co.

Schir S Markan Draper, Keating, Gardiner for New York, With lumber to J Boynton's Son & Co.

Schir S B Miller, Chapman, Cape Sable for New York, with lumber to Chase, Washington, Machias for New York, with lumber to J Boynton's Son & Co.

Schir S B Miller, Chapman, Cape Sable for New York, with lumber to Schir S B Miller, Chapman, Cape Sable for New York, with lumber to J Boynton's Son & Co.

Schir S B Miller, Chapman, Cape Sable for New York, with lumber to Schir S B Miller, Chapping Machiner, Cha

Deering, Freeport.
Cleared, Brig E P Swett, Pendieton, Savandah; schra Ida
L Howard, Harrington, NYork; Sarah Elizabeth, Kelley,
Albany,
San PRANCISCO, Oct 8-Arrived, ships Victoria, and Madura, Liverpool.
Cleared, Ship Amity, Liverpool; barks Glengaber, do;
Prangeline, Cork.
Pth.—Sailed, steamship Montana, Panama, Albanda, Steamship Montana, Panama, A rpool; bark Carlton, do. SAVANNAH, Oct 9-Arrived, brig Gulding Star, Boston; schr Amesbury, do.
Cleared Steambiles Magnolla, and Montgomery, NYorkship Star of the West, Mobile; bars Lampilpher, Malanzas.
WILMINGTON, NC, Oct 3-Arrived, steambilp Wm P.
Clyde, NYora.

MISCELLANEOUS.

A BSOLUTE DIVORCES OBTAINED FROM THE courts of different states; legal everywhere, desertion, etc., sufficient cause; terms fair; adeles free; also Notary Public. F. I. KING, Counsellor at Law, 860 Broadway. Public. F. I. KING, commenced as the property of the States, legal everywhere. Descriton, &c., audicient cause; no publicity; no charge until divorce obtained; advice free. M. HOUSE, Altorney, 78 Nassau street. A LL PRIZES IN LEGAL STATE AND ROYAL HAV-ana Lotteries cashed, information given. J. R. CLAY-TON, rear basement rooms, 10 Wall street, New York. D'SPEPSIA. PHTHISIS. CONSTIPATION. DIAR rhos and all other stomach disorders curred by the Rev lents. Food.—Time, one pound, 41 25, 75,000 cares. Copies grain.

1. DUBARRY, 163 William street, New York. FACTS FOR THE PEOPLE.

BRANDRETH'S PILLS are more and more used as they become known. They invariably supplant other remedies and have never decreased in sale in any locality where introduced. They restore health by taking from the bowels and the blood only unhealthy accumulations. They are harmless, yet searching and thorough in removing all impurities from the human system. Persons who use them reach a higher average of life than those who do not. Let the mek see to their interests and procure what is sure to relieve and perhaps cure them.

SING SING, Oct. 1, 1869.

I have been for many years a great sufferer from dyspapsia. I became so bad that it was only the lightest kind of food, and in small quantities, that I could digest at all, and I became in consequence very feeble. For years i followed the prescriptions of the best physicians, but I got no relief, and at length I determined to give a trial to your pills. The first two or three doses made me quite sick; but they brought sway much black and fetid matter, and I felt relieved of a load from my stomach and bowels. A few more doses cured me, and for over two years I have had no return and eat of everything without the least trouble from my stomach. In fact, my health could not be better, and I feel it to be me

duty to make this statement that others may be advised what has cured me, and I believe that Brandreth's Pills are capable of doing the same for others they have done for me. Yours truly, B. GEDNEY TOMPRINS.

Dr. BRANDRETH'S office, 294 Canal street, New York. Sold by all druggists everywhere. PABICAL CURE, WITHOUT KNIFE, CAUSTIC OF Diseases of the Petro Viscora, Diseases and Devirundes of the eye, none, face and person.

HENRY A. DANELS, M. D., 144 Lexington avenue.

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